TfN Decarbonisation Strategy

Strategy and Trajectory Update

Scrutiny Committee

December 2020

Overview of Strategy Document

Chapter 1 – Introduction

Chapter 2 – TfN's Decarbonisation Trajectory

- What is TfN's Decarbonisation Trajectory?
- What's included within our Trajectory, and Why?
- How we use our trajectory.
  - Providing Guidance.
  - Making the Right Decisions.

Chapter 3 – Current Emissions, Future Travel Scenarios and Baseline Trajectories

- Introducing the Future Travel Scenarios and why they are important.
- Breakdown of current emissions.
- Future emission estimates.
- Identification of policy gaps.

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Chapter 4 – Decarbonisation Pathways

- Identifying changes in policy commitment required to bridge the policy gap, under each scenario.

Chapter 5 – Policy Analysis

- Identifying national support required.
- Identifying a policy basket of measures that could be implemented locally (guidance only).
- Developing TfN policy positions around:
  - low regret key policy commitment recommendations, relevant under all future scenarios;
  - supporting policy recommendations which may be implemented differently depending on how future travel trends evolve.
- Identifies potential co-benefits and unintended adverse consequences in relation to some of the main policy levers.

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Chapter 6 – Embodied Carbon

- What is Embodied Carbon?
- How TfN is Considering Embodied Carbon
  - what we are doing at a strategic level;
  - What we are doing at a project level;
- Potentially looking to include TfN commitment to agreeing carbon reduction targets and adoption of a Carbon Management Framework for TfN led schemes.

Chapter 7 – Climate Change Adaptation

- Identifying existing national and local guidance.
- How TfN will incorporate consideration in business case development.
- Potential TfN commitment to Climate Risk Assessments for TfN led schemes.

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Chapter 8 – Clean Growth Opportunities

- Compatibility mapping with LEP plans (e.g. LISs).
- Identification of priority clean growth opportunities in the North that TfN can meaningfully support.
- Key opportunities may feed into our 'priorities to 2025' routemap.

Chapter 9 – TfN Priority Actions to 2025

- Identifies specific priorities for TfN's own research and analysis pipeline which can support our Partners with achieving their own decarbonisation objectives.
- Actions will be those most efficiently undertaken at a pan-northern scale or by an STB.
- Follows engagement with Partners, DecarboN8 and other STBs.
    - Will hopefully include 3 or 4 high priority actions to complete.
    - Undertake to scope and develop funding pathways for a number more.

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Chapter 10 – Assurance, Monitoring and Evaluation

- How we will consider carbon within our everyday decision making (internal assurance).
- Proposed indicators to monitor success of Strategy to be incorporated within TfN's evolving Monitoring and Evaluation Framework.

Decarbonisation Strategy Governance Timeline

- Draft *(50% complete)*, along with provisional Decarbonisation Trajectory to be presented to TfN Partnership Board in January 2021.

- Final version to be presented for TFN Board for sign off in March 2021 (Scrutiny Committee 17/02/21).

- Publication of consultation version in May/June 2021.

Officer Engagement ahead of January TfN Partnership Board
- Executive Board – 03/12/20
- SOG – 07/01/21

Officer Engagement ahead of March TfN Partnership Board
- Executive Board – 11/02/21
- SOG – February 2021

Decarbonisation Trajectory- Why?

1. Allows us to benchmark our projects and programmes, including the schemes within our IP.

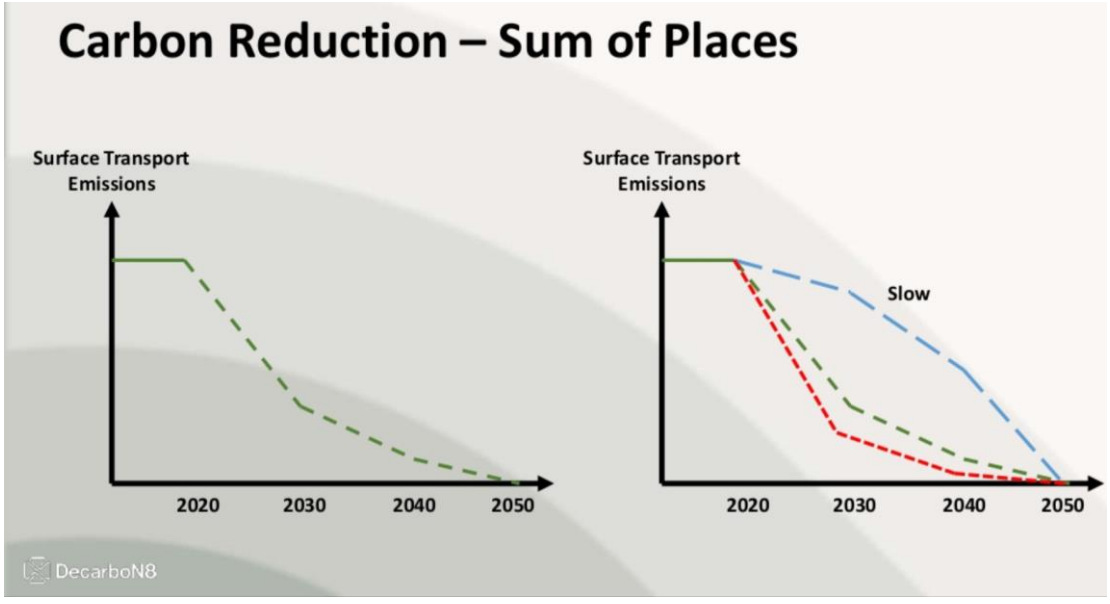
2. Allows us to work out what level of policy commitment at a local and national level is needed, to ensure demand increases caused by NPIER levels of growth can be managed within the overall decarbonisation envelope. It will allow us to develop policy positions related to support from national government.

3. Partners who need to can start to use our trajectory, disaggregated carbon modelling data and policy analysis as a strong foundation when developing their own decarbonisation actions.

4. As a regional trajectory, it would set the basis for establishing a regional road map to achieve close to zero (for surface transport), should this be something we decide to do (nb. this was a DecarboN8 recommendation to government) – recognizing:
   - Different places will move at different speeds and require different solutions. This will enable us to see what/where/when additional support is required.
   - Many emissions are best analyzed and attributed on a regional basis recognizing the cross boundary nature of travel.

Decarbonisation Trajectory – How does it affect our Partners?

1. The interim milestones are averages. We would expect some areas to be moving faster, and some to be moving slower.
2. The end date to reach 'close to zero', is an end date by which all places within the region must be 'close to zero'.
   - Some places may arrive at 'close to zero' sooner, but none must arrive later.
   - By 'close to zero' we mean somewhere upwards of a 95% reduction (note that we are not referring to 'net zero').
3. It is possible to accommodate different place-based trajectories within one regional trajectory and our proposed Decarbonisation Trajectory, in-fact, relies on this.



Source: DecarboN8 – Place Based Decarbonisation Webinar – August 5th 2020

Decarbonisation Trajectory – Why not More Ambitious?

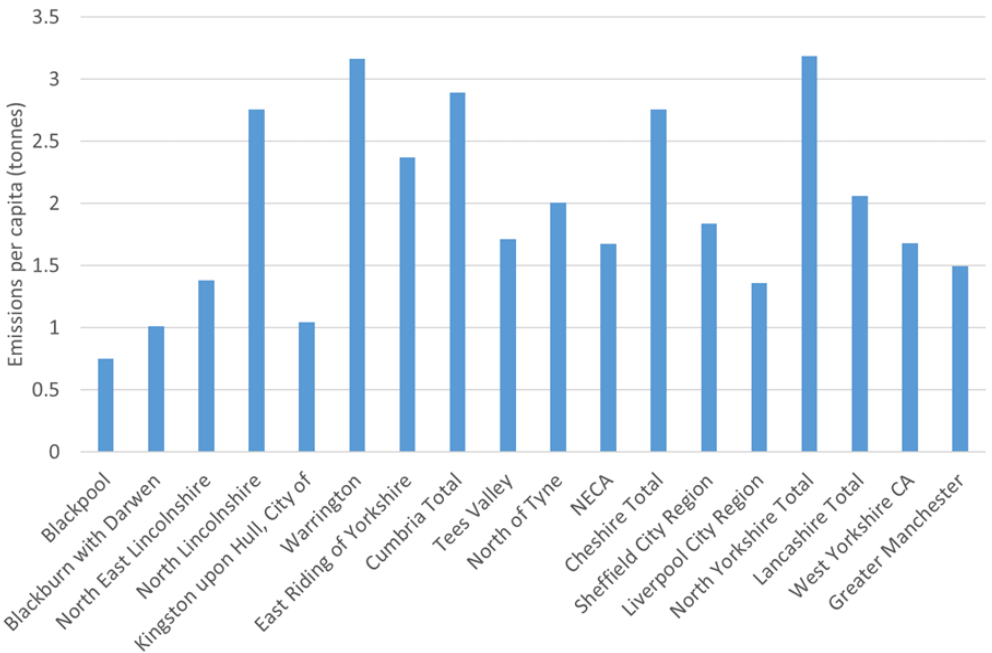
The start points for decarbonisation, for different places in the North, are significantly varied. North Yorkshire has a per capita emissions level over 4 times that of Blackpool and almost double that of its neighbouring West Yorkshire Combined Authority.

Key DecarboN8 findings when examining role of STBs:

- Costs of action, mix of solutions and pace of change will vary quite significantly across areas.
- In order for the North to be able to achieve an emissions reduction pathway which is in line with national expectations it will be important to look at the costs and trade-offs between places.
- Some areas may be more dependent on accelerating the greening of vehicles whereas others may be able to deliver more by mode shift.
- Missing targets in some of the smaller authorities will be a lower risk to overall carbon than some of the larger authorities.

If we undertake to develop a regional road-map to 'close to zero', it is possible that it would specify a 'close to zero' date of 2038 for some urban areas, with a later date for other areas across the North.

Figure 1: Distribution of Surface Transport Carbon Emissions per capita by Local Authority and Combined Authority Area across the Transport for the North area (Source: DecarboN8)



Priority Action Identification

TRANSPORT FOR THE NORTH

- Funding and Finance Research
- Regional trajectory with regional road map for decarbonisation
- Research into relationship between decarb and TRSE
- Development of open data platforms for MaaS schemes
- Engagement activities – climate change assembly 'lite'
- Review against LISs / equivalent plans and identify clean growth opportunities
- Awareness raising activities / behaviour change research
- Research on MaaS solutions for rural areas
- Decarbonisation Working Group
- Pan-northern hydrogen refuelling network infrastructure
- Pan-northern low carbon charging network infrastructure
- Developing place based trajectory for National Parks and appropriate policy basket
- New - Study to consider carbon reductions related to increased use of the North's port gateways
- New – Integration of PT fares across the North of England / multi-modal charter
- New - Standardising API's / legislation mandating access to ticketing platforms